NEW YORK HERALD.

JAMES GORDON BENNETT,
PROPRIETOR AND EDITOR.

OFFICE N. W. CORNER OF FULTON AND NASSAU STS.

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Volume XVI.....No. 158

AMUSEMENTS TO-MORROW EVENING.

ASTOR PLACE OPERA HOUSE—DON GIOVANNI.

BOWERY THEATRE, Bowery—WACOUSTA—SEALED SENTENCE.

BROADWAY THEATRE, Broadway—MY PRECIOUS BETSEY—AZAEL, THE PROPHAL.

NIBLO'S GARDEN, Broadway—TIGHT ROPE—ELOPEMENT—GODENSKI.

BURTON'S THEATRE, Chambers street—FAINT HEART NEVER WON FAIR LADY—THE TOODLES—SCHOOL FOR TIGERS.

NATIONAL THEATRE, Chatham street—NEW YORK FIREMAN—MASSANIELLO.

BROUGHAM'S LYCEUM, Broadway—THE SCHOOL FOR SCANDAL.

CHRISTY'S MINSTRELS, Mechanics' Hall, 472 Broadway—ETHIOPIAN MINSTRELSY.

FELLOWS' MINSTRELS, Fellows' Musical Hall, No. 444 Broadway—ETHIOPIAN MINSTRELSY.

AMERICAN MUSEUM—AMUSING PERFORMANCES AFTERNOON AND EVENING.

New York, Sunday, June 8, 1851.

Arrival of the Pacific—European News.

We have news three days later from Europe, by the arrival of the Pacific, which has made another short passage.

The commercial markets of England are much depressed, and there has been a further tendency of prices downward in the cotton market. The London newspapers complain that the town is not so full as it usually is at this season, notwithstanding the anticipations which had been indulged in on account of the Great Exhibition. The solution, we presume, may be found in the fact that many residents have retreated to the country, to escape the confusion incident to the industrial display. We can scarcely believe that the alarm created by an expression that there was the possibility of a disturbance on the part of the red republicans and socialists could have induced any very large portion of the population to retire from the scene. This, however, may have been the case.

From France we have no new fact with regard to the position of affairs. Political intrigues still continue to animate the political heart of Paris, but we perceive nothing to change our opinion that the republic will ride out the storm, without sustaining essential injury. The most important event of a political character is the fact that the National Guard has been placed more closely under the control of the government.

From Portugal we have assurances of the present popularity of the Duke de Saldanha, who has decided to maintain the constitutional throne of Donna Maria. The reception of the Duke at Lisbon had been most enthusiastic. The elections in Spain have terminated. A large majority of the deputies are in favor of the government.

By a recent rumor, it was announced that the Piedmontese government had entered into diplomatic relations with Rome, and that it was about to form a league with the other States of Italy. The Minister of Foreign Affairs has denied the latter part of the report. This point was one of great interest, as Piedmont is looked upon by political refugees as one of the last footholds of liberty. The assurance, no doubt, will be the cause of joy to the oppressed inhabitants of the Italian States.

From our various European journals we select such items of intelligence as will be read with interest. They comprise many facts of considerable importance.

The Canals Triumphant—The Nine Million Bill Sustained.

The elections held to fill vacancies in the several Senate districts, have resulted as we advised our readers we believed they would. In every district where an issue was made, the result has been the return of a Senator who will vote for the Canal bill. It has not been a party contest, although a few papers and fewer political would-be leaders, have undertaken to make it so. It was a question understood in the contested districts as one involving the canal interests in an essential degree—on the one side, whether some $800,000 a year should be appropriated for canal completion, and on the other hand that the larger sum of $3,000,000 annually should be expended in order to insure an earlier completion. The latter method has prevailed by immense majorities, as both parties in the interested districts supported the measure, regardless of political differences. In the Sixteenth, Twentieth, and Twenty-first districts, the successful candidates are democrats, but supported by a large majority of both parties. The only whigs elected are Huntington of Oneida, Halstead of Columbia, and probably Williams of Tompkins.

The Legislature will re-convene on the 10th day of June, the day designated in the Governor's proclamation. The Canal bill, as it passed the House, together with Beekman's amendment to the eleventh section, as adopted in committee of the Senate, will be speedily run through both houses, and receive the signature of the Governor instanter. Then the majority in the Legislature will be compelled, according to the bargain, to appropriate $400,000 for the enlargement of the Oswego Canal, and pass the Sodus Canal and the Rouse's Point Bridge bills. These three measures have been resisted very strenuously heretofore; but now, if the members demean themselves with honor and truthfulness, those several propositions will be secured, to the gratification of their friends, but at the chagrin, wrath and mortification of persons residing in localities anticipating injurious results therefrom. After maturing and passing the appropriation bills, and a few others of a general nature, to keep the machinery of the government well oiled until the first of January next, the Legislature should adjourn forthwith, regardless of the importunities and whinings of the hordes of interested lobby-loafers. The question of re-dividing the State into Congressional districts will be acted upon, and the division made, if any excuse can be furnished for protracting the session until complete returns of the census are received from the State of California at the Department of the Interior at Washington.

Now that it has become a "fixed fact" that the Canal bill will become a law, in accordance with the forms of legislation, it remains to be seen whether any further attempts will be made to resist the "more speedy enlargement," as contemplated in the bill. We hear already, from certain quarters, that it is the intention of its opponents to endeavor to induce the Attorney General to resist its operations, by means of an injunction, on account of certain unconstitutional features, which they allege the bill contains. From the opinion which the law officer of the State has already furnished, it may be assumed that he stands ready to enter his protest, and to test the constitutionality of the law before the Supreme Court, and if needs be, before the Court of Appeals. We also discover in the columns of several of the progressive, reform, radical, ultra, free soil papers, threatenings of repeal—repeal. In some, a seven years agitation is predicted; but they forget that long before that time rolls over their heads, the fruits of the law, either good or evil—either tasteful or distasteful—will have been harvested and garnered.

The result of the election proves beyond doubt or cavil that the great body of the people desire the completion of the canals at the earliest practicable moment. They see that the enlargement has now been going on in a snail-like pace some fifteen years, and they foresee that the same length of time, and probably longer, will elapse under the present system, before the canals become finished. The people feel their strength and power; they know the energies which they possess, and are determined to apply them. They see, too, that while a few miles a year, only, of the canals are being completed, private enterprise is on the wing, running railroads from tide water to the inland seas—from Champlain to the Atlantic—rival roads along the Mohawk—all aiming to compete with the canals. They say that when the present system for finishing was adopted, those rival routes, most of them, at least, had no existence; that then the productive West was not crowding its immense surplus products to the Eastern cities for a market; and that it was not even conjectured by the most sanguine, that private enterprise would so soon compel the State to place herself on the defensive, in order to retain the carrying trade, for which she had expended many millions in the construction of her inland water communications. They now say a revolution has taken place—that facilities for transportation are required immediately—that in the prosperous condition of the State and nation, it will be suicidal to remain any longer inactive.

There are other reasons why the canals should be soon completed. As matters now are, and as they have been during the last dozen years, they act as a mighty political lever, hoisting one party, and at the same time lowering the other. They are engines of irresistible power, producing more corruption, more villany, and the waste of more money, than all the other means in the hands of politicians. All the managers of the canals are politicians—the Governor, Commissioners, Canal Board, engineers, superintendents, contractors, sub-contractors, scow captains, and day laborers. Since the adoption of the present constitution, the patronage and power of the canal interest has been immense, beyond comprehension. We have only to refer to the conduct of officers in charge of the construction of the public works, in order to ascertain how the money is squandered for private and political interests. Therefore, we say an imperious necessity exists to complete the entire work immediately. One-third of the official force now under pay can then be dispensed with, together with the hundreds of contractors, and the thousands of hangers-on, ready to perform any menial service, on or off the canals, which the party in power constantly require. All good citizens, regarding the true interests of the people of this State, should "pray continually" for the completion of the State works, in order that the gross corruptions daily practised by unprincipled politicians may be speedily arrested, and that important "bone of contention" be scattered to the winds. Let the people ponder, that righteousness may prevail.

SOCIAL LIFE AND BUSINESS AMONG US.—Looking on every side and throughout the metropolis, we see massive edifices, public establishments on an extensive scale, beautiful and expensive private dwellings, costly carriages and turn outs, invitations to *soirées* given at an expense of from ten to fifteen thousand dollars each, rich dresses and opera costumes, accompanied by diamonds and jewels of the most luxurious description, and, in fact, all the evidences of accumulated wealth on a grand scale. Broadway, at the fashionable part of the day, is thronged with pedestrians expensively clothed, and many a lady has wealth enough, in the shape of jewels and dress upon her person, to pay the expenses of a family handsomely for a whole year. The equipages which rattle over the pavements are of the most elegant description, fitted out at a heavy cost, and magnificent in trappings, coachmen and liveries. The jewelry, haberdashery and milliners' establishments, are besieged daily by hundreds, who lavish their incomes largely upon them; and the whole scene, in the fashionable part of the city, presents an European aspect of extravagance, and none of that republican simplicity which formerly distinguished the mode of living common to our grandmothers. So, too, in the commercial portions of the metropolis, we find every movement is made on a scale of the most extensive kind. Merchants, who formerly were contented to live at the rate of two or three thousand dollars a year, now think nothing of expending ten or twenty thousand dollars annually. Indeed, everywhere an impetus has been given to the style of living which is remarkable, and which would be well, perhaps, if we could be assured that the enjoyment of so much luxury is soundly based, and will not lead to embarrassments and disasters on the first shock of a convulsion.

The influence of the great influx of gold from California has had much to do in bringing about this state of things. Probably about *one hundred and fifty millions of dollars* in gold have come from the mines on the Pacific side of the continent within three years. This naturally has stimulated every channel of trade. Look, for instance, at its effect upon the shipping interests of the country. What scenes of activity mark every ship yard in every port, and in almost every one of our river towns which can float a vessel down to the sea. How vast an increase has there been in the ship chandlery line—in our cordage factories—in our sail lofts, and in every branch of business connected with the marine service. Then reflect upon the constant tide of passengers floating in and out of the Atlantic to the Pacific, the aggregate returning from California enriched by their spirit of adventure. Besides all this, what an immense State has sprung into existence, as if by magic, hereafter to blend the hardy activity of the New Englander with the oriental ease and luxurious manners of the Asiatic—producing a kind of society on the western coast of this continent such as the world never saw, and of which it has yet scarcely dreamed—a people vigorous in war, daring and energetic in commercial enterprise, and which, at no distant day, will break the seals that conceal Japan and China, and amalgamate the Asiatic and the Saxon races.

Well, this great expansion of enterprise, and of extravagance as a consequence of it, all grows out of the abundance of gold; and but for our success in obtaining it, long before this our banks would have been bereft of specie, and a general flare-up would have ensued. We should have been in the same condition as we were six years ago, when an explosion would have taken place but for the famine in Ireland, which made an extraordinary demand for our breadstuffs, and thus turned the current of specie back towards our shores. At the present time, it is only the resource possessed in California gold that enables us to meet the otherwise inevitable result of the cotton crisis in England, which has acted already with considerable severity upon us. Indeed, strong as we now seem, it is not too much to say that if the California mines were to give out for one year, there would be one of the greatest commercial panics known since 1837. Promising as everything now appears, there are grounds for apprehension that California will not continue to yield steadily her tribute to the world. The stories from the mines are glowing, but still they are not altogether reliable in a commercial point of view. It is quite possible that the ensuing twelve months will prove that any dependence for a regular supply of gold is out of the question. The yield must always be an uncertain one; and if we have correct information, the diggings have already been swept pretty clean by the adventurous laborers who have visited them. In this state of things, we cannot anticipate anything less than the desire of the emigrants on the Pacific to enter the mineral regions of Mexico, fruitful both in gold and silver. There an enlarged spirit of enterprise would prove highly successful, and the products obtained would almost ensure us from any of those panics which must take place, if we are to depend solely upon our returns from California. The Mexicans are favorable to the coming in of the Americans to unfold the treasures of their soil, which have never been properly sought; and the indications now presented by the current news of the day are such, that we shall not be surprised to find the Mexican territory in the hands of our countrymen, and eventually yielding, for the benefit of commerce, an enormous annual product. It is useless to attempt to restrain the tendency of our citizens towards this new field of enterprise. They are bound to go in upon it, and go it they will.

LATE FROM HAYTI.—The brig Hayti, from Port au Prince, arrived this morning, brings us dates from that place to the 23d; but the political news is merely confirmatory of previous accounts. Coffee was scarce and very high, as most of the crop had been shipped.

Marine Affairs.

DEPARTURE OF THE STEAMSHIP BALTIC.—The U. S. steamship Baltic, Capt. Comstock, left yesterday noon for Liverpool, with 168 passengers, and $836,500 in specie. The names of her passengers will be found under the proper head.

A very serious accident occurred at her departure to a workman connected with the Phoenix Foundry, of the name of Cannon. He was firing salutes on the dock, in honor of the short passage of the Pacific and the departure of the Baltic, when his gun exploded and injured him very severely. He was immediately taken into the drug store at the corner of Laight and Greenwich streets, where medical aid was promptly rendered him.

FOR THE SOUTH.—The steamships Florida, Captain Lyon, for Savannah; and Marion, Captain Berry, for Charleston, left yesterday afternoon. The passenger's names will be found under the proper head.

YELLOW FEVER ON BOARD SHIP.—The bark William Larrabee, arrived yesterday from Rio Janeiro, lost on the passage the following members of her crew by yellow fever:—Henry B. Howard, of Wilmington, North Carolina; M Mahony, of England; Lawrence Johnson, Chas. Miller, and Henry Ulsen, Germans, who shipped in New York. These persons did not have the black vomit, but were attacked in their lower limbs with weakness and shortly becoming useless. The vessel has anchored in quarantine.

LAUNCHED.—At Bangor, 15th ult., by Mr. T. Crosby, a copper-fastened herm brig, of 150 tons, called the Helen Maria, to be commanded by Captain David Pierce, her owner.

At Machias, recently, by Messrs. Rockwood & Small, a brig of 160 tons, called the Dido, owned by S. A. Morse, Esq., and Mr. Rockwood.

The Steamship Pacific.

At a meeting of the passengers of the United States mail steamer Pacific, held in the saloon of said ship, on the 6th of June, 1851, Henry A. Stone, of New York, was elected President; and Messrs. D. T. Scott, of Tennessee, and General B. M. Edney, of North Carolina, Vice Presidents; and Messrs. John O'Brien, of New York; James W. Tucker, of New York; C. F. La Fevre, of Wisconsin; and A. J. McGuire, of Maryland appointed Secretaries.

The PRESIDENT having stated that the meeting had been called for the purpose of expressing their high satisfaction with the voyage just terminating, and of the Collins line, as entitled to the patronage of the public and of the merits of the noble Pacific and her glorious commander, it was resolved, that a committee of twenty be selected to draft resolutions expressive of the sense of the meeting, whereupon the following gentlemen were appointed:—

General H. Walbridge, of New York, chairman.

L. H. Morris, N. York.	Hon. G. W. Wright, California.
W. Dunbar, N. York.	
Capt. Jas. Gordon, England.	J. Peabody, Salem.
Rev. Dr. Ryerson, Toronto.	G. H. Stuart, Philadelphia.
M. De Motte, N. York.	W. S. Loomis, of N. York.
S. Caldwell, N. York.	Mr. Alexander, London.
Mr. Schulte, Saxony.	L. J. Tonile, New Jersey.
J. F. Forsyth, Scotland.	Dr. Bailey, Harlem.
F. H. Salters, N. York.	W. H. Townsend, N. York.
A. Turbosen, Russia.	Mr. Snelthner, Prussia.

GEN. WALBRIDGE, on behalf of the committee submitted the following remarks and resolutions, which were unanimously adopted:—

Mr. President, Ladies and Gentlemen—This broad and trackless ocean, upon whose mighty and heaving bosom we have slept so sweetly and so soundly, has ever been regarded by civilized communities as the great and legitimate pathway to commercial greatness and national renown. Impressed with this conviction, enlightened States have struggled for its supremacy since the first origin of commerce. England, with a far seeing policy, and with much greater maritime facilities than other nations, has already sent her canvass to whiten every portion of its surface, and her keels to plough every section of its deep. But that great power which had done so much for the western continent upon the land, was to be the only element that was to acquire absolute control of the sea. American individual enterprise, ever looking for an opportunity to add to its abundant harvests, boldly entered into the contest with Great Britain, and the greatest maritime triumphs on record, by ocean steamers, was reserved for the immortal genius of Fulton, backed by the indomitable energy and enterprise of Collins—inadequately supported by the government, though involving national reputation; yet, relying for ultimate strength on a generous patronage and its own powerful and athletic arm, it was most proper and becoming, that the contest should be conducted under the immediate guidance of men accustomed from their earliest years to the ocean, and where character and skill were guarantees to the public for safety, security and success. Even this noble craft, bearing the name of that great ocean that washes the golden shores of our western boundary, and whose unrivalled speed has brought the two continents nearer together than they have ever been brought before, would be incomplete without the presence of her accomplished, well tried and gallant commander. How often, in the deep and silent watches of the night, have we leaned confidingly upon his judgment and prudence, as the northern blast played melancholy music amid the unfathomed perils of the sea. While her two sisters, the Baltic and the Arctic, are each multiplying in safety the opportunities for foreign travel, and the interchange of thought and civility between distant nations, thank God, her eldest sister, the noble Atlantic, having outrode the storms and tempests of her great namesake, still survives, a living testimonial of the power and strength of an American steamship, and the skill and intrepidity of an American commander. These are no ordinary triumphs, but may we not regard them as bright presages of more brilliant achievements, yet to be performed. Who shall say they are not indissolubly connected with that wonderful series of great events, all now tending to transfer the seat of commercial empire, and monetary exchange, from the Eastern to the Western hemisphere. How immeasurably does the contemplation of a result so rapidly hastening towards its fulfilment, augment our individual responsibilities, so to aid in conducting the affairs of our own government, as to render America a fitting receptacle for the commerce of the world, and from whose commercial boards shall emanate those high commercial maxims and regulations, that are to control throughout the civilized world, in all the departments of life, the channels of commerce, exchange, and trade. But I am unwilling, gentlemen, longer to detain you from the resolutions, which the committee have instructed me to report.

Resolved, That we view with increased interest, in its successful progress, ocean steam navigation, through the agency of the Collins line, evincing as it does, not only American energy and enterprise, but also the sound policy of the government in its patronage; and we hail its establishment with peculiar pride and satisfaction, as having brought the two continents nearer together than ever before; and we commend an enterprise so intimately involving our national reputation to the continued support of the general government, and the increased favor of the public.

Resolved, That, in view of the rapid and agreeable voyage now terminating, we cannot separate without expressing our entire satisfaction and fullest confidence in the steamer Pacific, as well from her commodious arrangement, safety, and unparalleled sailing qualities evinced in her present passage, against strong head winds, during almost her entire voyage—as the manliness, energy and ability of her commander, Captain Nye, and the unwearied attention of himself, his engineers and other officers to the safety and comfort of the passengers.

Resolved, That the great national policy of sustaining lines of steam communication with the several nations of the world, by the adoption and employment of naval war steamers in the mail service of the respective nations, is one of increasing importance, and meets our cordial approbation.

Captain Nye was invited to attend, and the resolutions having been adopted, General B. M. Edney was instructed to communicate them to him. Mr. E. remarked that it afforded him peculiar pleasure to be the medium of conveying to Captain Nye, and those in authority under him, the high satisfaction the passengers of the Pacific entertained for him as a commander, and their pride and admiration of his noble craft, which had made three consecutive passages the quickest on record. That they regarded the establishment of the line a national enterprise most worthy the confidence and support of the whole American people; that in his residence abroad he had great reason to be proud of the establishment of the Collins line of steamers, for they excited universal attention, not only in Liverpool, where they landed, but they were also the boast of all Americans throughout Europe. The General then passed a high encomium on Capt. Nye, as a brave, skilful, and accomplished commander, and he trusted a grateful country would appreciate his exertions in navigation as a stimulant for kindred service by those who should come after him. Then complimenting the ladies who had contributed to the voyage, concluded by declaring he should ever remember, with pride and satisfaction, the captain, ship, and passengers of the noble old Pacific.

Capt. NYE acknowledged the compliments that had been paid him, by stating that very few persons realized the difficulties and embarrassments the establishment of the enterprise had cost; but he was gratified, and so were all those connected with him, at the increasing favor daily extended to them by the generous patronage of the public; that he thanked all present for their sentiments of kindness and good will, and he hoped that upon their return to their respective homes, they would meet kindred, friends, and family well.

With nine hearty cheers for Captain Nye and the noble Pacific, it was resolved that the proceedings be signed by the officers of the meeting, and published in the city papers of New York, whereupon the meeting adjourned.

HENRY A. STONE, President.

T. D. SCOTT, B. M. EDNEY } Vice Presidents.

Jno. O'Brien, J. W. Tucker, C. F. La Fevre, A. J. McGuire, Secretaries.

Police Intelligence.

Hotel Thieves, and Stool Pigeons.—Since the explosion among the "stool pigeon" gang, concentrated in New York for the last few years, and their whole ramifications exposed to the public, through the columns of this journal, we find that the robberies heretofore so frequent at the various hotels in our city have been most effectually stopped. The members constituting this coterie of depredators, acting together for the perpetration of crime, have been secured by the police of this city and our neighboring States. Some are doing penance in the State prison. Still, there are some two or three yet left in the community, scattered in various directions, and those are under the *surveillance* of the police, and will yet be made to answer the penalty of their former misdeeds.

...strial Congress.

...ANY CORRESPONDENCE.

ALBANY, June 6, 1851.

...ommittee, consisting of Mr. Hine, of Ohio; Sprague, of Vermont; Manning, of New York; Boston, of Massachusetts; and Sheldon, of Pennsylvania, were appointed what is called a business committee. The Chairman, Mr. Hine, reported the following, which were discussed by several speakers, until five o'clock, when they were adopted, and the Congress adjourned until Saturday morning, at eight o'clock:—

Resolved, That as all sustenance comes primarily from the soil, and as existence is impossible without access to it, therefore the right of every one to so much as his needs require, without price, is self-evident.

Resolved, That to sell the soil at such prices as it will command under the monopoly system, is a virtual exclusion of the great body of humanity from all interest in the earth on which they were born to live, and effectually subjugates the people to the will of the few, upon whom they are as essentially dependant as if they were their absolute property.

Resolved, That in the light of nature, and of that Providence which is no respecter of persons, the bounties of nature belong equally to all, of which each has the right to partake to the extent of his necessities; therefore, no one has a right to more of the earth's surface, which is a provision of nature, than he can cultivate with his own hands, if he be a farmer, or to more than he wishes to use for the comfort of his family, if he be a mechanic, merchant, or professional man, lest by so doing, he rob some one else of a supply.

Resolved, That land monopoly consists in controlling the earth's surface by individuals to such an extent as renders it necessary to employ others as servants to cultivate it, thus establishing servitude, and making dependant laborers of such as are excluded from the earth by land monopoly.

Resolved, That land monopoly is the foundation of all servitude, slavery, and irreciprocal dependency, and the abolition of the former is absolutely essential to the abolition of the latter. Servitude and slavery must exist as long as land monopoly is perpetuated.

Resolved, That irreciprocal servitude and slavery originated in land monopoly, and the aristocracy and despotism of past ages have first robbed those of the land whom they wished to exterminate or enslave, and had not sufficient power to accomplish their ends directly.

Resolved, That land monopoly originated in despotism, and as freedom has advanced the extent of this monopoly, force of law has diminished; and complete liberty cannot be secured until every vestige of it is destroyed.

Resolved, That it is the first duty of all governments to secure to the people their natural rights, and to pursue such a course of policy as will tend to distribute equitably the wealth of the country among those who produce it.

Resolved, That all wealth is the product of labor, and it is a grossly unjust state of things that secures the greatest wealth to those who perform the least productive toil, and grants only a scanty, and often a starving, allowance to those who do all the real productive labor of the world.

Resolved, That the land monopoly is at the foundation of this state of things, and it is the duty of the State, which is but another name for the people, to adopt the policy of land limitation, by which no one will be deprived of a single right, but all can be relieved from servitude, and enabled to enjoy the independence, comforts and securities of home.

Resolved, That the amount of land which any one may be permitted to acquire, can be fixed according to the condition of society at the time, though we hesitate not to say that only small farms are necessary to employ the labor of a family, and a very thorough limitation will best sustain the interests of all the people, and most promote the intelligence, morality and happiness of mankind.

Resolved, That as labor cannot be relieved of the burdens under which it struggles without land limitation, we earnestly call the attention of the working people to this subject, and solicit them to make it an issue when they cast a vote for a legislative or executive officer; and we invoke the attention of those who are not usually denominated working people to this issue, as one that must be made before absolute justice and happiness can be secured to all.

Resolved, That we call the attention of all reformers, philanthropists, and organizations of any name and nature, whose object is the elevation of mankind, to the subject of land limitation, as an indispensable pre-requisite to the final triumph of the object we have in view.

Resolved, That the delegates from the several States be requested to report the probable number of votes their States can influence for pledged land reform candidates.

Resolved, That land reform, labor's rights, and universal suffrage, be the mottoes of this Industrial Congress.

W.

BY TELEGRAPH.

ALBANY, June 7—9½ P. M.

Several new delegates appeared this morning, and a few departed for their homes. Among the arrivals is a lady from Ohio, (representing the women's rights of that state,) and Mr. Haymes, the anti-sailor-flogging reformer.

A letter was received from the Truth Association of Philadelphia, which is a well written document.

The Congress went into the consideration of the question of nominating a candidate for the Presidency; and, after a discussion of four or five hours, it was agreed to make a nomination. We annex the result of the first ballot:—

Hon. Isaac P. Walker, of Wisconsin	2
Hon. Andrew Johnson, of Tennessee	3
Gerritt Smith, of New York	3
Hon. A. G. Brown, of Missouri	2
Judge A. O. P. Nicholson, of Tennessee	2
Hon. H. Greeley, of New York	4
Hon. J. S. Sylvester	1
Ex-Governor W. H. Seward, of New York	2
Blank	2

Several members declined voting, thinking it inexpedient.

Another vote was taken *viva voce*, which resulted as follows:—

I. P. Walker	12
Gerritt Smith	3
William H. Seward	3
H. Greeley	2
S. R. Ward	1

A resolution declaring the Hon. I. P. Walker, U. S. Senator from Wisconsin, nominated for the Presidency, was then offered, and laid on the table until Monday.

The industrials will hold a meeting in Troy to-night, and another in this city on Monday night.

City Intelligence.

ANNUAL PARADE OF THE FIRE DEPARTMENT.—As announced in yesterday's issue, to-morrow a general turnout of the Fire Department of this city will take place; and, from the announcements that have been made for the order of procession, the scene will be a most interesting one. Several fire companies from other towns and cities will take part in the procession, and will be the guests of respective companies in this city during the evening and their stay in New York. To-morrow morning's *Herald* will contain a full tabular description of the order of procession. Engine companies from Baltimore, Philadelphia, Bridgeport, Hudson, Newburg, and Newark, N. J., will lead the van of the exempt firemen.

ACCIDENTAL DROWNING.—Coroner Geer yesterday held an inquest at No. 2 Nyack Place, on the body of a boy aged nine years, by the name of Samuel A. Calhoun, who, on Friday afternoon, accidentally fell into the river, foot of Bank street, and before assistance could be obtained, the poor boy was drowned. The body was recovered, and by some citizens conveyed home, where the Coroner held the inquest, and a verdict was rendered accordingly.

UNKNOWN WOMAN DROWNED.—The body of an unknown dead woman, found floating in the river, on Friday, at Pier No. 5 North river, has been described by Mr Bleakley, the Deputy Coroner, as a woman about thirty years of age, one of her upper front teeth out, long black hair, red and white diamond calico dress, white flannel petticoat, white stockings, white corsets, and lace shoes, and appeared to have been but a short time in the water. Verdict, death by drowning.

KILLED BY A MAD OX.—On Monday last, a Mrs. Hose, from Rhinebeck, stopping with her son, Peter S. Hose, in Twenty-sixth street, near Tenth avenue, was knocked down by a mad ox, while on her way home, and gored in a terrible manner. The unfortunate lady lingered until Friday evening, and expired from the effects of the injuries received. The ox belonged to Mr. Samuel Dawson, of Brooklyn, who had just purchased the animal at the Bull's Head, and was driving him home, when the rope broke, and the infuriated beast ran off, and inflicted severe, if not fatal, injury upon several persons. The Coroner was called to hold an inquest on the body. It is to be regretted that the public authorities do not adopt some method of preventing the driving of wild and infuriated animals through our public streets during the day time, thus endangering the lives of the citizens.

SAD ACCIDENT.—Yesterday afternoon, about half-past six o'clock, as three boys were amusing themselves in a boat in the East river, a short distance above Grand street ferry, one of them, named Timothy Walsh, about fifteen years old, fell overboard and was drowned. His two companions used every exertion to save him, but all their efforts failed. It appears that Walsh has been but a few days in this city, having recently arrived from Ireland with a maiden aunt, who had gone to Albany to see some friends. A search was made for his body, but it was not recovered up to ten o'clock last night.

Naval Intelligence.

The following is a list of the officers attached to the U. S. frigate "Raritan," on her arrival at Callao, April 30, 1851, seven days from Valparaiso:—Captain, Charles Gauntt; 1st Lieutenant, John C. Carter; 2d do., D. French Dulaney; 3d do., Peter U. Murphy; 4th do., A. D. Harrell; acting 5th do., Cortlandt Benham; Passed Midshipmen—George A. Stevens, Homer C. Blake, Thomas C. Harris, Dulaney Forrest; Midshipmen—Lewis A. Kimberly, George E. Belknap, Marshall F. Palmer, Wm. P. M'Cann; Acting Master's Mate, Henry C. Richards; Purser, John D. Gibson; Surgeon, James M. Greene; Passed Assistant do., Robert E. Wall; do., do., C. H. Williamson; 1st Lieutenant Marines, John C. Cash; 2d do, Thos. T. Fields; Chaplain, Photius Fisk; Captain's Clerk, T. Lawson Barand; 1st Purser, Samuel Harrison; 2d do., Charles Lever; Boatswain, John Stout; Gunner, Samuel Allen; Carpenter, John Cahill; Sailmaker, J. C. Bradford; Surgeon's Steward, T. A. Nicholson. Officers and crew all well.

The U. S. surveying schooner Madison arrived yesterday from the south shore of Long Island, where she has been employed for the last month. The following is a list of her officers:—Lieutenant Commanding Maxwell Woodhull; Lieutenant and ex-officer E. A. Barnett; Acting Master, J. Howard Murch; Passed Midshipmen, G. H. Bier, William Van Wyck; Assistant Surgeon, S. G. Cowes; Draughtsman, J. R. Barker; Pilot, B. Edwards. The survey of the south coast of Long Island has been nearly completed.

The U. S. coast surveying brig Washington, arrived yesterday from Alexandria, Va. The following are her officers:—Lieut. Commanding S. Swartwout, Lieut. Geo. W. Doty, Master J. D. Bullock.

U. S. steam frigate Mississippi, from Cadiz and Tangier, arrived at Gibraltar afternoon of 10th ult., and would leave same evening for Malaga and ports above, to join the flag ship.

NEWS BY TELEGRAPH.

News from Washington.

THE ENLARGEMENT OF THE CAPITOL—INTERNATIONAL POSTAGE, ETC.

The President has decided in favor of detached wings to the capitol—the detachments to be covered by colonnades, so as to present the *tout ensemble* of the whole building and yet preserve the old capitol. The plan of Mr. Youngs, of New Hampshire, is of this character, and probably it will be selected.

The Postmaster General has made arrangements by which, after the 1st of July, letters to the West India Islands, ports in the Gulf of Mexico, and on the Atlantic coast of South America, can be sent through our post offices on prepayment of the United States postage to any such ports in the British possessions, and with British postage added when destined for places in the possession of other governments.

The Postmasters of New York, Charleston, Savannah, New Orleans, San Francisco, Monterey, and Diego, will make up mails, as above, to our Consul at Havana, who will deliver them to the British Consul, to be forwarded thence to the points of destination by the Royal West India mail steamers.

Allen F. Owen, Consul at Havana, has been appointed Resident Post Office Agent at Havana, to carry the foregoing operations into effect.

Adolphe Eugene Bandelia has been recognized as Consul for the Swiss Confederation at St. Louis.

Interesting from Canada.

PROCEEDINGS IN THE PROVINCIAL PARLIAMENT—THE DUTIES ON AMERICAN GOODS—OPPOSITION TO MORE RECTORIES, ETC.

TORONTO, June 7, 1851.

In the Legislative Assembly, last night, Mr. Merritt moved an address to the Queen, praying for the imposition on American products imported into England, of the same rates of duty that other nations than the United States pay. This is especially aimed at the levy on the products of British Colonies.

The finance minister said, "we must depend on ourselves; and if we be driven to retaliate, the best plan would be to close our canals, conditionally, against American vessels." He proposed to compensate for the loss of the canal tolls, by taking measures to increase immensely the trade of the St. Lawrence. He believes that, by this means, he could entirely destroy the American trade.

Every member who spoke, during a debate of several hours, was in favor of some form of retaliation—some proposing deferential duties in favor of the St. Lawrence; others the abolition of customs, &c.

The debate was postponed for a fortnight, to await the the result of the negotiations with the American government.

Last night, Mr. Morrison introduced into the Legislative Assembly a bill to render the creation of any more rectories illegal, and to take from the government the power of presenting incumbents to the rectories and parsonages already in existence.

The government opposed the motion to bring in a bill for fixing the time and place for the meeting of Parliament. The Speaker ruled the motion out of order, and the House sustained his decision.

Painful News from Mexico.

NEW ORLEANS, June 7, 1851.

Private accounts from Mexico convey the distressing intelligence that a great drouth has for a long time prevailed in the State of Zacatecas. No rain had fallen since last August, and a general famine was impending. Corn was worth $9 per bushel.

Arrival of the Cherokee at New Orleans, with $800,000 in Gold Dust—Railroad Convention, &c.

NEW ORLEANS, June 5, 1851.

The steamship Cherokee, from Chagres, via Havana, has arrived here, bringing 349 passengers, with about $800,000 in gold dust. The news from Havana is unimportant.

There are about 300 delegates present at the New Orleans and Opelousas Railroad. Maunsell White has been elected President. The prospects for the Opelousas Railroad are cheering.

Overflow of the Mississippi at St. Louis.

ST. LOUIS, June 7, 1851.

The Mississippi river still continues to rise, and the whole length of our levee is submerged; the merchants in that vicinity are, consequently, moving their goods from the ground floors. A large amount of produce on the levee has already been injured by the high stage of water, and the difficulty in shipping and landing goods has nearly caused a suspension of business.

Sentence of Death for Arson.

UTICA, June 7, 1851.

James Jasper Orcott, who has been tried and convicted for arson in the first degree, was sentenced this morning, at Rome, to be hung on the 1st of August next.

Collision on Lake Erie.

BUFFALO, June 7, 1851.

The propeller Princeton ran into the schooner Mackinaw on Wednesday night last, ten miles off Cleveland, and sunk her in seven fathoms of water. The crew were all saved. She had a cargo of 10,000 bushels of wheat, consigned to Oswego. The vessel and cargo are a total loss.

Items by the Way of Baltimore.

BALTIMORE, June 7, 1851.

The Southern mail is through. The United States schooners Major Barbour and Arispe have been sold at New Orleans for $7,250.

The Mayor of New Orleans had prohibited a procession of Spaniards who were friendly to the Queen, for fear of disturbances.

Mr. Saunders, a son of Dr. Saunders, a member of the Virginia convention, and Mr. Terry, editor of the Lynchburgh *Virginian*, had a street-fight at Lynchburgh on Thursday. Five revolvers were fired, and each of the combatants was wounded, twice, in the abdomen—both probably fatally. Saunders was the assailant, he having attacked Mr. Terry in consequence of some severe comments made by that gentleman on a speech by Dr. Saunders in the convention.

Edward R. Gould, a native of Long Island, was drowned in the River Ashley on Tuesday, he having fallen from the jib-boom of the schooner Wm. Tyson.

The several German musical associations from New York and Philadelphia, who intend to participate in the splendid concert at the Front Street theatre on Monday night, arrived here this evening. They were received by a splendid torchlight procession, with music, and escorted to their lodgings.

William H. Washington declines the whig nomination in the Eighth Congressional district of North Carolina.

The Legislature of Maine adjourned on the 24 inst. Among the laws passed was one to establish a reform school at Portland.

Proclamation.—A. C. Kingsland, Mayor, being duly authorized by the Health Committee to issue orders for all persons to receive Watts' Nervous Antidote, who are unable to pay for it without charge, who are consumptive, debilitated or diseased, during the temporary absence of Dr. Watts, all such orders will be promptly attended to until further notice. TALBOT WATTS, Nervine, 424 Greenwich street.

The Cars for the Excursion to West Mount Vernon, fourteen miles from the city, on the Harlem Railroad, will leave the City Hall to-morrow morning, at 10 o'clock, if the day is fair, with a fine Band of Music, to return in the afternoon. The beautiful fields, groves, streams, and picturesque scenery of that delightful spot insure a pleasant excursion for families. Fare for the excursion, 31¼ cents.

Green Turtle Soup This Day and To-morrow.—A very superior young turtle (soup most exquisite,) served all hours of the day and evening.
PETER M. BAYARD, 8 State street.
N. B.—Families supplied at 6s. per quart.

Turbot!—A very fine Turbot, also a sad-dle of Mutton (per Pacific, from